



Luann G. Welmer, Clerk-Treasurer

**CITY COUNCIL MEETING
CITY HALL
TUESDAY, MAY 1, 2012
6:00 O'CLOCK P.M.**

I. Meeting Called to Order

- A. Opening Prayer
- B. Pledge of Allegiance
- C. Roll Call
- D. Acceptance of Minutes

II. Unfinished Business Requiring Council Action

- A. First Reading of an Ordinance entitled "ORDINANCE NO. _____, 2012, AN ORDINANCE VACATING PUBLIC RIGHT-OF-WAY." (First Financial Bank Vacation) Jeff Bergman.

III. New Business Requiring Council Action

None.

IV. Other Business

- A. Standing Committee and Liaison Reports
- B. Discussion Items:
 - Columbus Flood Management Plan Overview – Jeff Bergman
 - Eligibility Requirements for the Paratransit Services
 - Columbus Downtown, Inc. (CDI) Update
 - Refund and rebid of the 1997 Economic Development Revenue Bonds for the FFY gymnastics center
 - Salary Ordinance change for City Attorney Departmental Budget
- C. Next regular meeting is scheduled for **Tuesday, May 15, 2012 at 6:00 o'clock P.M. in City Hall.**
- D. Adjournment.



MEMORANDUM

TO: Columbus City Council Members

FROM: Jeff Bergman

DATE: March 27, 2012

RE: First Financial Bank Lindsey Street Right-of-way Vacation Request
(*Plan Commission Case #VAC-12-01*)

Attached please find information provided by the City Engineer's Office and intended as follow-up to the March 20, 2012 discussion of First Financial Bank's request to vacate a portion of the Lindsey Street right-of-way. The attachments include a traffic study for that immediate area and a drawing portraying a 2-lane configuration for Lindsey Street between 2nd and 3rd Streets.

At this time the Planning Department is able to also provide the following additional information:

- The area proposed to be vacated is approximately 5,000 square feet.
- The area proposed to be dedicated as right-of-way is approximately 300 square feet.

The Planning Department has contacted representatives of First Financial Bank and they plan to be in attendance at the April 3, 2012 City Council meeting to answer any questions regarding the bank's plans for the property and interest in the right-of-way vacation. Also, First Financial has agreed to provide stakes on the property showing (1) the proposed location of the new Lindsey Street right-of-way (after the proposed vacation) and (2) the proposed location of the parking lot expansion. These stakes should be in place shortly.

Both Dave Hayward and I will again be in attendance at the April 3, 2012 City Council meeting to continue this discussion. Please feel free to contact either of us with any questions you may have.

Trip Generation Rates Considered

First Financial

- Walk-in Bank 156.48 / 1000 sft
- Drive-in Bank 265.21 / 1000 sft

Pump House

- Quality Restaurant 89.95 / 1000 sft

Cole Apartments

- Low Rise 6.59 / 1000 sft
- High Rise 4.20 / 1000 sft

Cole Retail

- Quality Restaurant 89.95 / 1000 sft

Goodyear Property

- Quality Restaurant 89.95 / 1000 sft

Others for reference

- Office General 11.01 / 1000 sft
- Office single Tenant 11.57 / 1000 sft
- Drug Store 90.06 / 1000 sft
- City Park 1.59 / acre

Source: ITE Trip Generation Manual

2nd & Lindsey Traffic Study

- Existing Traffic Counts / Widths / Number of Lanes

<u>Street</u>	<u>Traffic</u>	<u>Width</u>	<u>Lanes</u>	<u>Parking</u>
o 3 rd Street	22,640	50'	3	No
o Lindsey St. (2 nd – 3 rd)	200 (est)	18'	1	No
o Lindsey St. (south)	20 (est)	28'	2	Allowed
o 2 nd Street	400 (est)	50'	3	No
o Brown Street	6,120	40'	3	No

All traffic counts are per day.

- | <u>Trip Generation</u> | <u>Units</u> | <u>Rate/day</u> | <u>Trips per day</u> | <u>Class.</u> |
|------------------------|-----------------|-----------------|----------------------|----------------|
| o First Financial | 15,205 sft | 265/1000sft | 4,029 | Drive-in Bank |
| o Pump House | 8,000 sft (est) | 90/1000sft | 720 | Quality Rest. |
| o Cole Apartments | 146 units | 6/unit | 876 | Low Rise Apts. |
| o Cole Retail | 9,531 sft | 90/1000sft | 858 | Quality Rest. |
| o Goodyear property | 9,200 sft. | 90/1000sft | 828 | Quality Rest. |
| o Other | Riverfront Park | | <u>200</u> | City Park |
| TOTAL | | | 7,511 | |

- | <u>Traffic Assignment</u> | <u>Trips per day</u> | <u>3rd</u> | <u>Lindsey</u> | <u>2nd</u> | <u>Brown</u> |
|---------------------------|----------------------|-----------------------|----------------|-----------------------|--------------|
| o First Financial | 4029 | 2829 | 100 | 100 | 1000 |
| o Pump House | 720 | 180 | 360 | 360 | 180 |
| o Cole Apartments | 876 | | 100 | 876 | |
| o Cole Retail | 858 | | | 200 | 800 |
| o Goodyear property | 828 | 100 | 200 | 828 | 600 |
| o Other | <u>200</u> | <u>50</u> | <u>100</u> | <u>100</u> | <u>50</u> |
| Totals | 7511 | 3159 | 860 | 2464 | 2630 |

- | <u>Total Projected Traffic</u> | <u>Current</u> | <u>LOS</u> | <u>Generated</u> | <u>Total</u> | <u>LOS</u> |
|--|----------------|------------|------------------|--------------|------------|
| o 3 rd Street | 22,640 | B | 3159 | 25,799 | B |
| o Lindsey St. (2 nd – 3 rd) | 200 | A | 860 | 1,060 | A |
| o 2 nd Street | 400 | A | 2464 | 2,864 | A |
| o Brown Street | 6,120 | B | 2630 | 8,750 | B |

- Previous Studies
 - Current intersection configuration
 - Designed and configured as part of 2nd Street Bridge project.
 - Two-way traffic on Lindsey south of 3rd was considered to be unsafe and would significantly increase vehicular delays. Will not be allowed by INDOT.
 - Connection of Lindsey Street to SR 46 (south of Goodyear Bldg. and Pump House) was considered unsafe. Will not be allowed by INDOT.
 - Riverfront Study - 2002
 - Pretty aggressive development ideas, high density and high traffic generation, many of which cannot or will not happen.
 - On-street parking was considered a possibility, if needed, along Lindsey Street north and south of 2nd and along 2nd Street.
 - No additional traffic capacity was considered necessary.
 - Roundabout or traffic circle was an option to be considered at 2nd & Lindsey and at the driveway to the Pump House. No conclusion or recommendation.
- Other Considerations
 - Re-use or redevelopment of Goodyear property – current thought is that the existing building (approx. 9,200 sq. ft.) will be remodeled and renovated. We have assumed quality restaurant use, which is would generate the highest traffic volume of all potential uses. The owner/developer may request vacation of Lindsey Street south of 2nd or south of Pump House driveway (1/2 would go to Goodyear parcel and ½ to railroad). They could also propose to improve the R/W to add on-street parking.
- Conclusions
 - Based on traffic projections and assignments for current development plans for the vicinity, pavement widening for additional traffic capacity is not expected to be needed.
 - Based on current development plans for the vicinity, additional on street parking is not expected to be needed, except possibly along the section of Lindsey Street south of 2nd Street.
 - The excess right-of-way along Lindsey Street north of 2nd Street, which is proposed to be vacated, is not expected to be needed for any pavement widening projects.
 - Pedestrian traffic in this vicinity should be expected to increase with the completion of the current development projects. Further increases will result if the riverfront area is developed as park space and when the People Trail connection along the river is completed. With the increased pedestrian activity, there may be a need to calm the vehicular traffic, which may be done by narrowing 2nd Street. The traffic control at 2nd and Lindsey should be an all-way stop to enhance safe pedestrian movement.

Lindsey Street
Added Lane



Disclaimer:

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